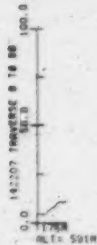
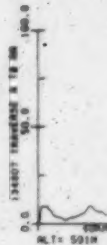
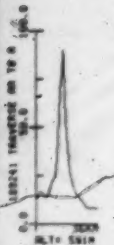
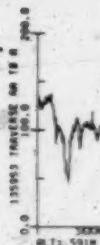


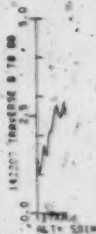
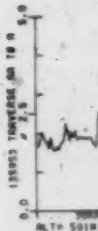
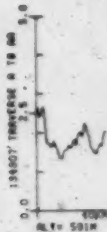
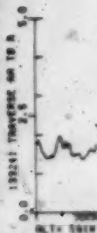
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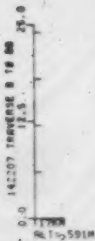
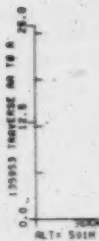
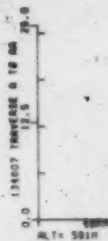
MAP 8

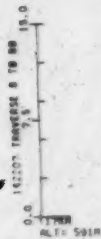
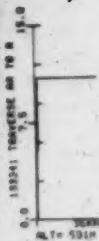






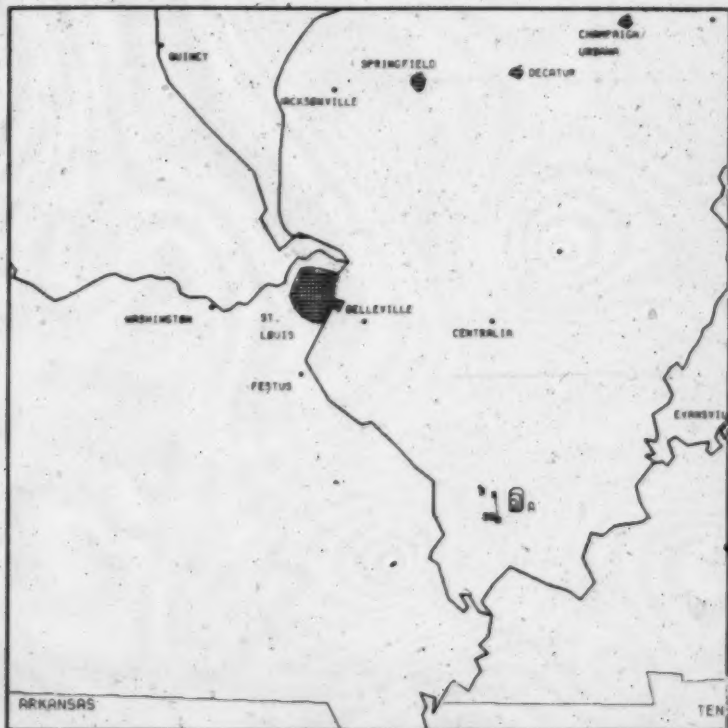


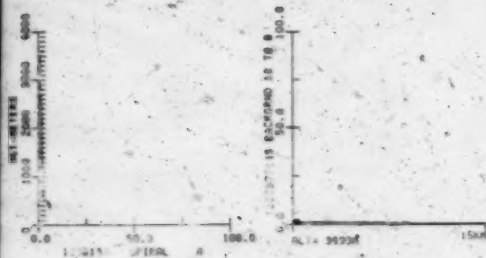


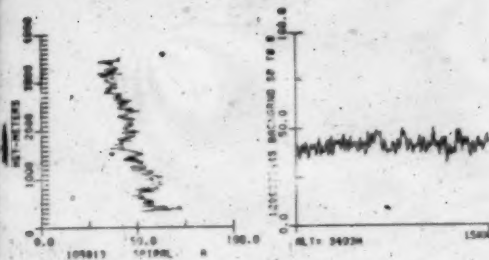


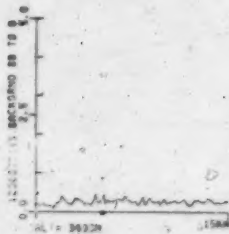
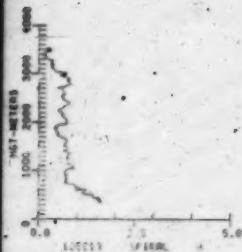
W76012.V0L 7-14-76

MAP 7

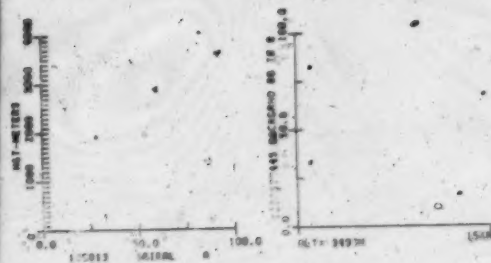




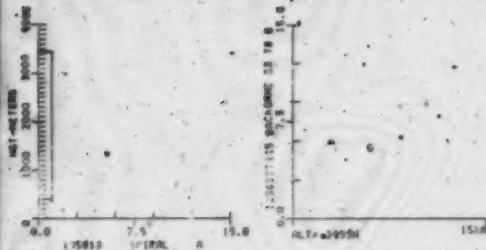


BSCAT IN 10⁻⁴ W

MEP

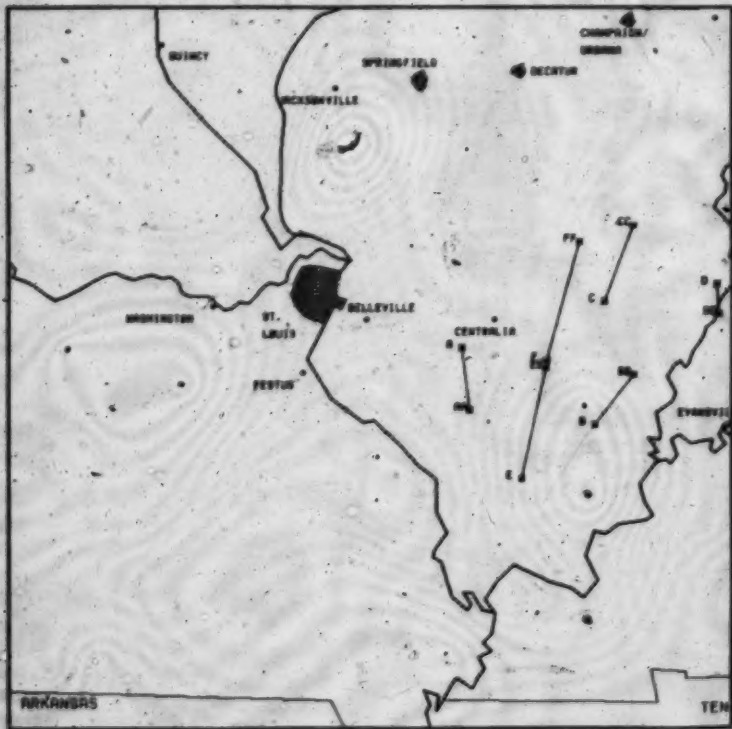
CNC IN 10^3 cm^{-3}

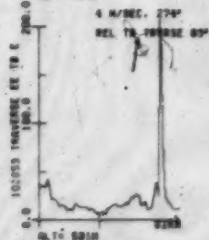
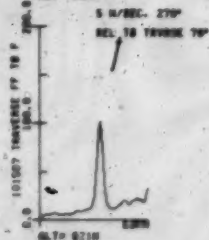
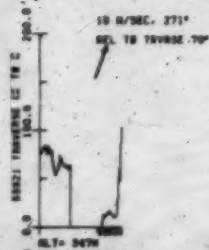
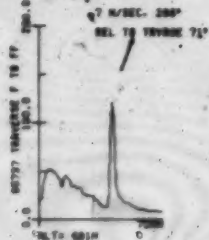
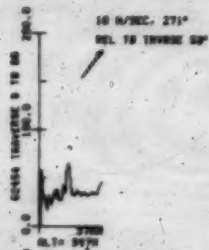
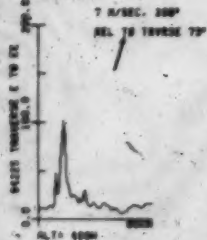
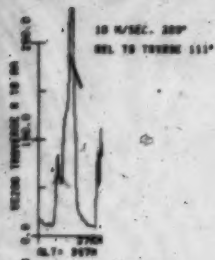
MCP 7

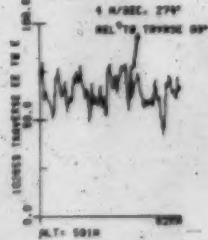
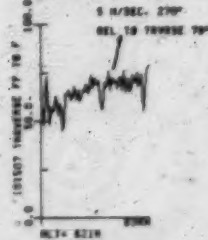
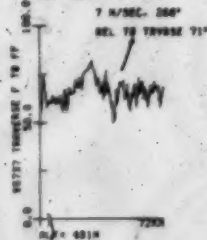
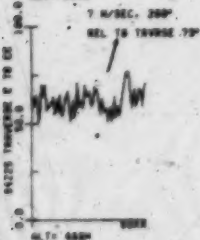
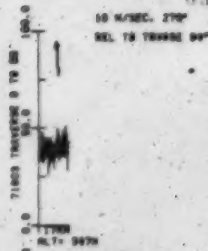
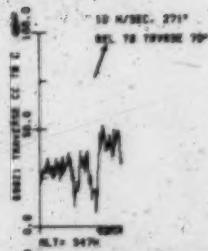
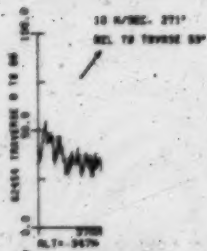
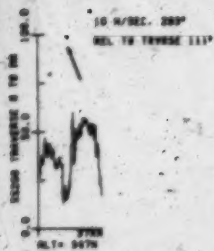


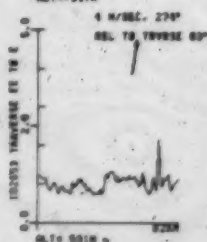
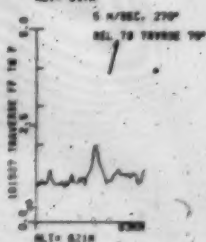
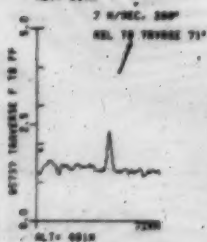
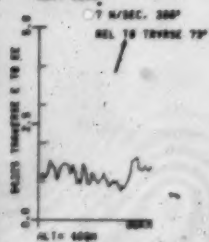
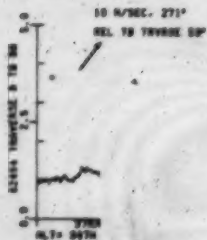
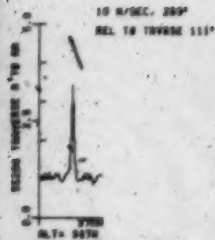
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MAP 9



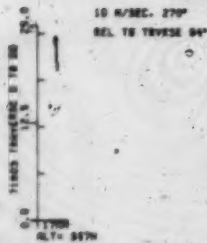
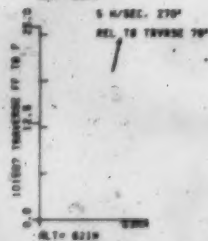
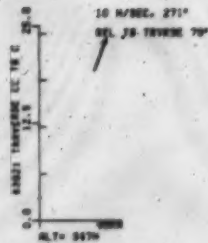
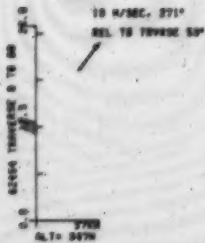
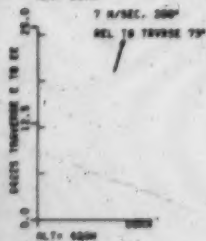


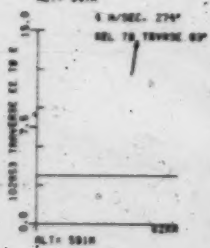
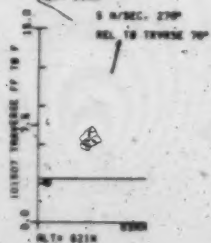
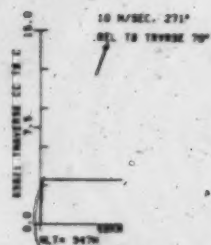
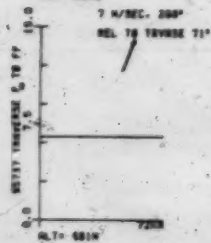
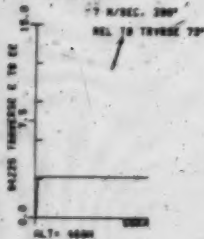
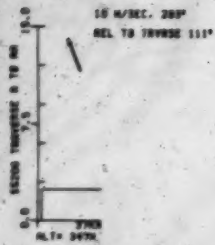




BSCAT IN 10^{-4} m^{-1}

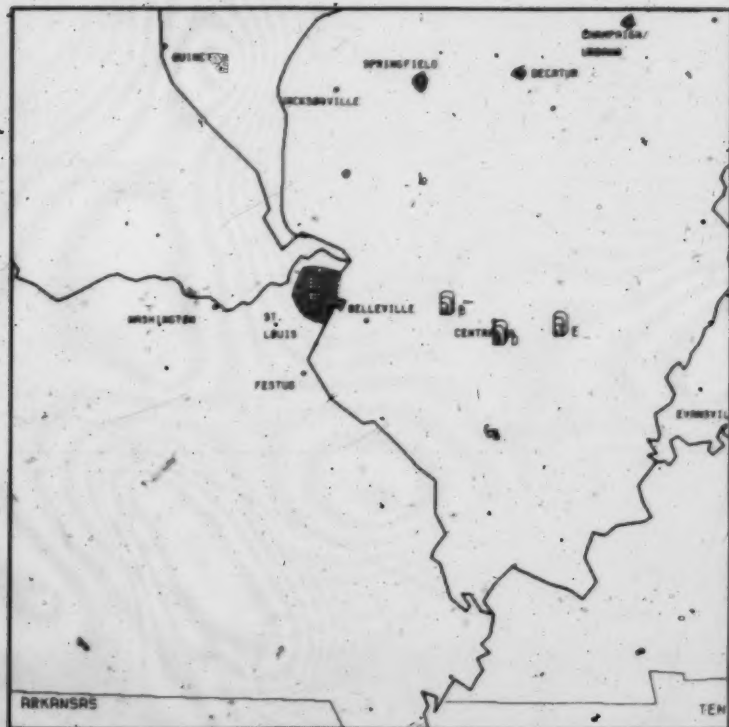
MAP 9

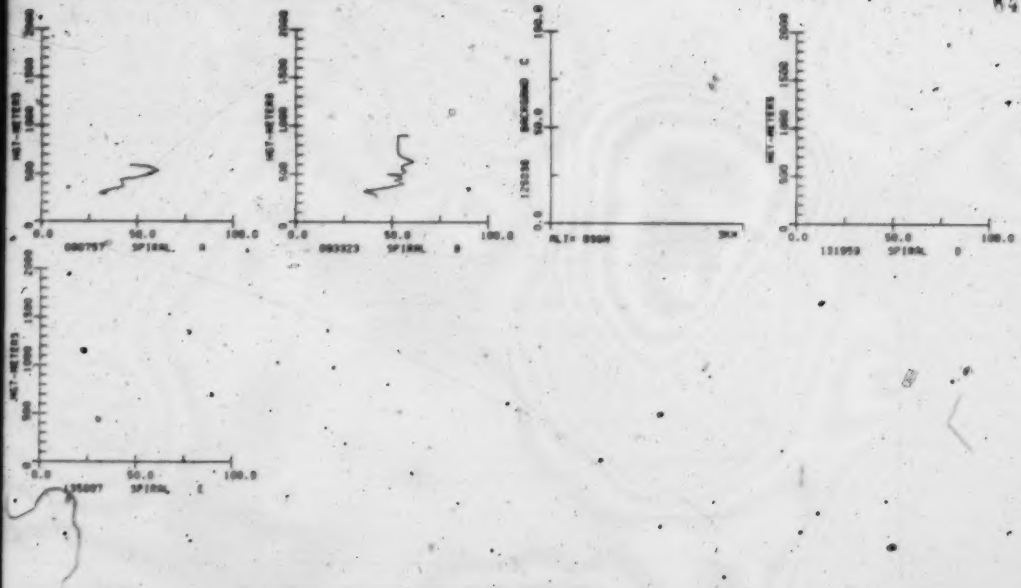


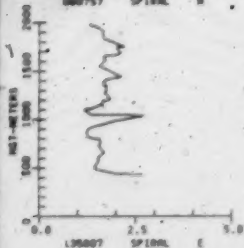
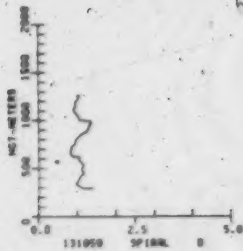
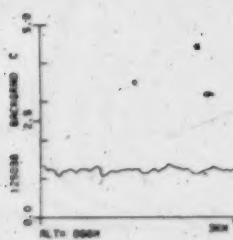
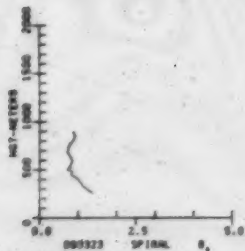
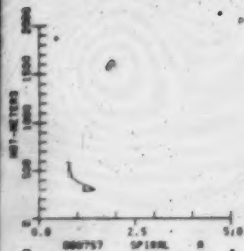


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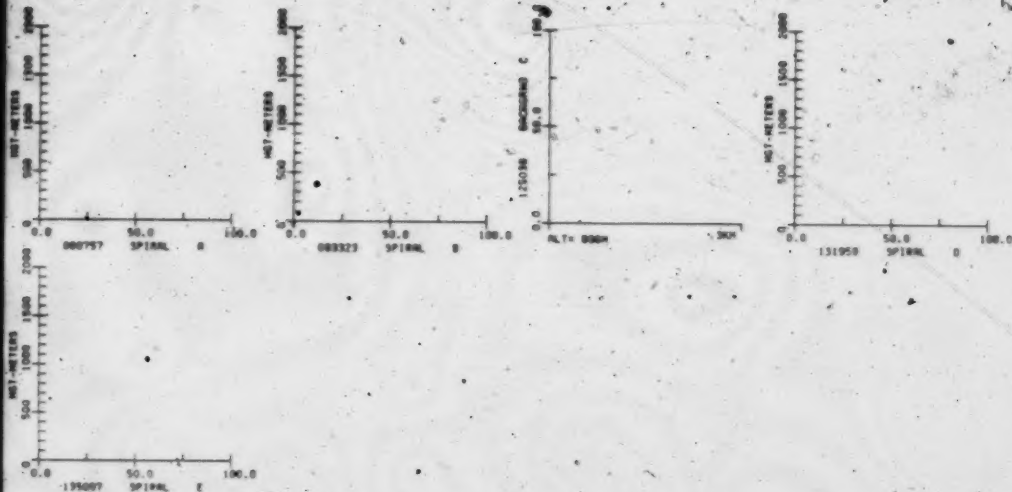
MAP 8.





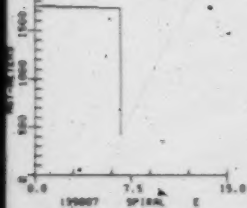
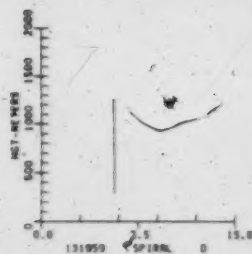
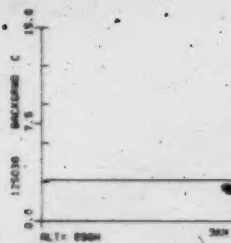
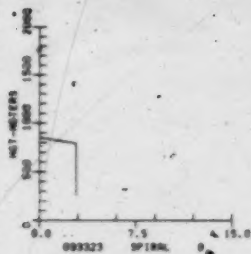
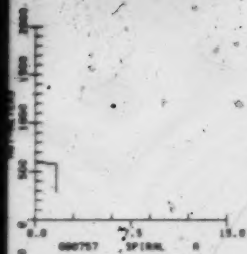
BSCAT IN 10^{-4} m^{-1}

MAP 8



CNC IN 10^3CM^{-3}

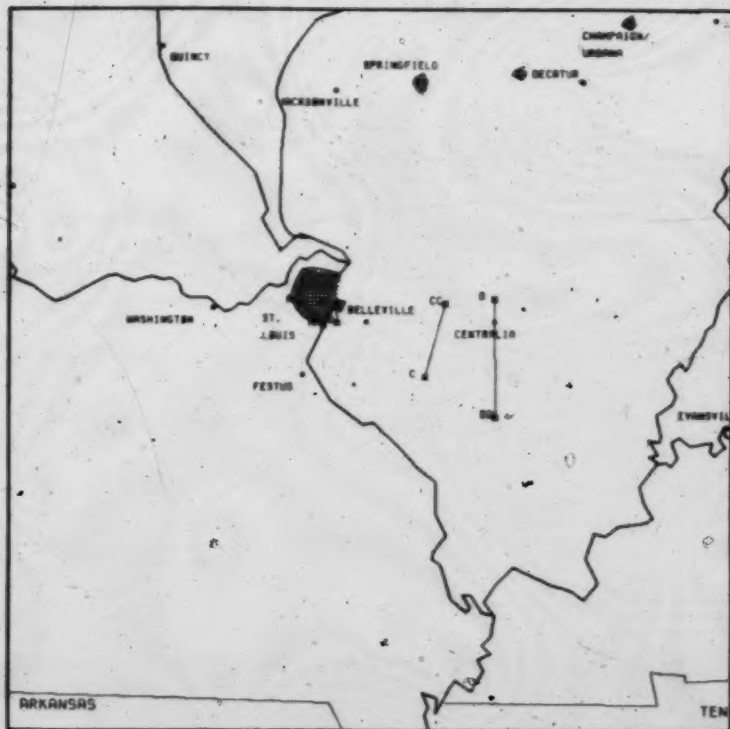
MAP 8

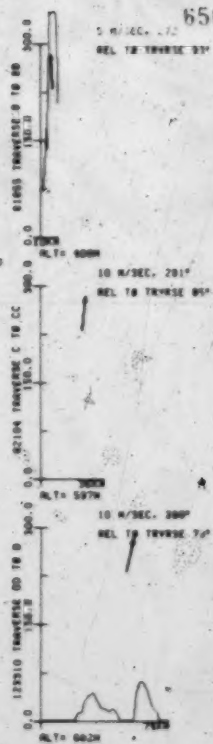
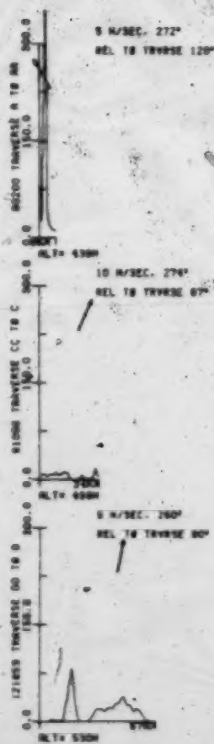
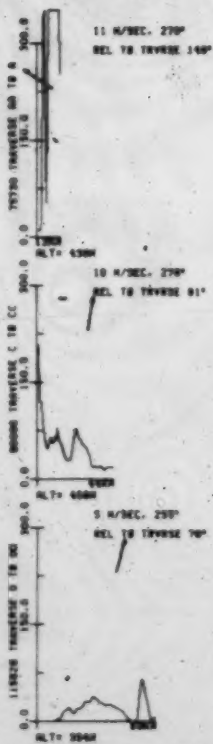
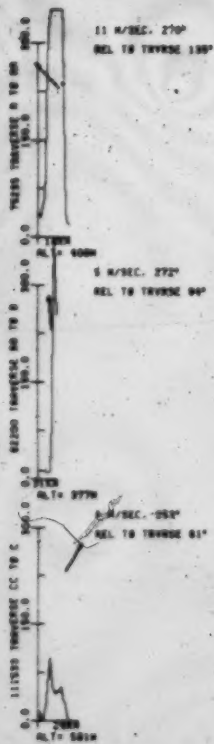
584 IN UC/M³

MAR 8

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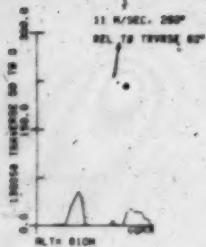
MAP 10





582 IN P.P.B.

MAP 10



11 N/SEC. 270°
REL TO TRAVERSE 130°



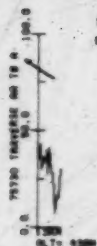
5 N/SEC. 272°
REL TO TRAVERSE 90°



4 N/SEC. 253°
REL TO TRAVERSE 81°



11 N/SEC. 270°
REL TO TRAVERSE 140°



10 N/SEC. 270°
REL TO TRAVERSE 81°



5 N/SEC. 258°
REL TO TRAVERSE 78°



5 N/SEC. 272°
REL TO TRAVERSE 120°



10 N/SEC. 274°
REL TO TRAVERSE 87°



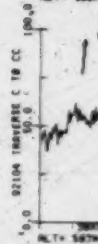
9 N/SEC. 280°
REL TO TRAVERSE 90°



5 N/SEC. 272°
REL TO TRAVERSE 93°

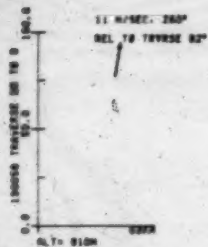


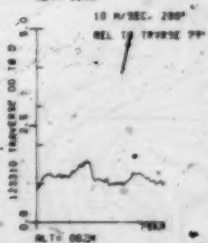
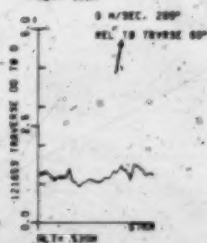
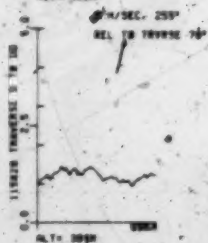
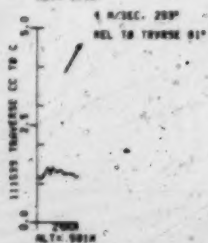
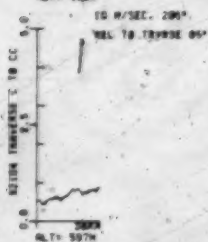
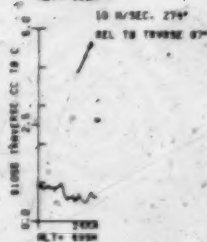
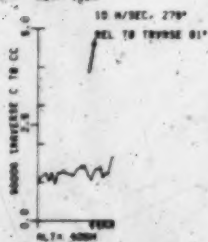
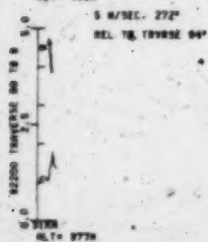
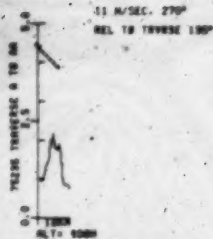
10 N/SEC. 281°
REL TO TRAVERSE 93°



10 N/SEC. 280°
REL TO TRAVERSE 71°







BSCAT IN 10 M

MAP 10

BSCAT IN 10^{-4}

MAP 10

CNC IN 10³CH⁻³

MAP 10

11 M/SEC. 270°
REL TO TRAVEL 180°



5 M/SEC. 272°
REL TO TRAVEL 00°



4 M/SEC. 280°
REL TO TRAVEL 91°



11 M/SEC. 270°
REL TO TRAVEL 140°



10 M/SEC. 270°
REL TO TRAVEL 91°



5 M/SEC. 280°
REL TO TRAVEL 70°



5 M/SEC. 272°
REL TO TRAVEL 120°



10 M/SEC. 274°
REL TO TRAVEL 97°



0 M/SEC. 280°
REL TO TRAVEL 00°



5 M/SEC. 272°
REL TO TRAVEL 80°



10 M/SEC. 281°
REL TO TRAVEL 85°



10 M/SEC. 280°
REL TO TRAVEL 70°



584 IN UC/M

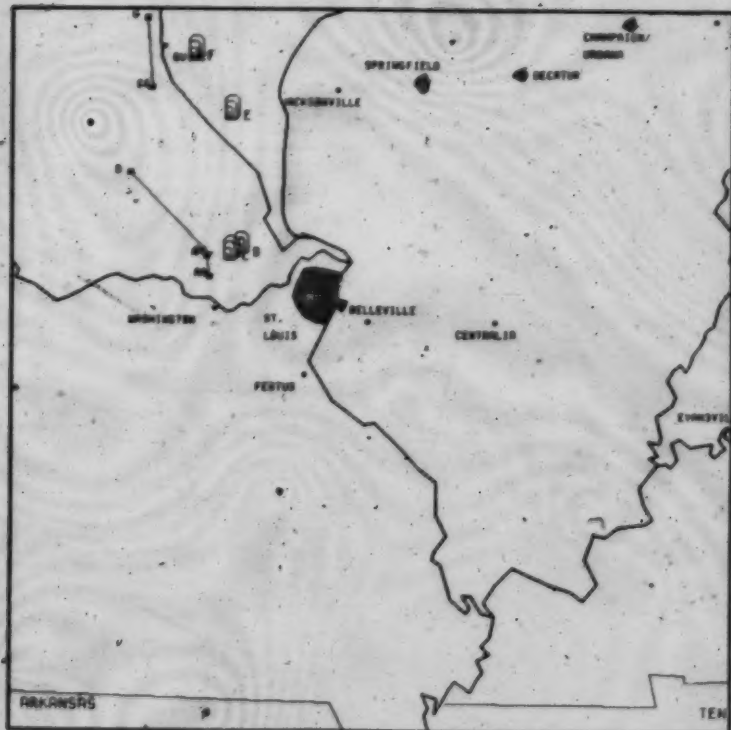
MAP 10

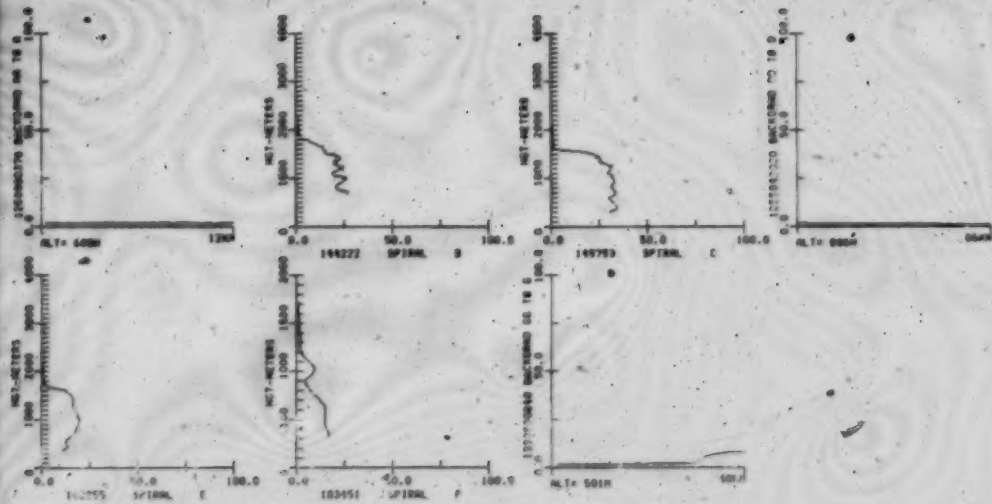
384 IN UC/H²

MAP 10

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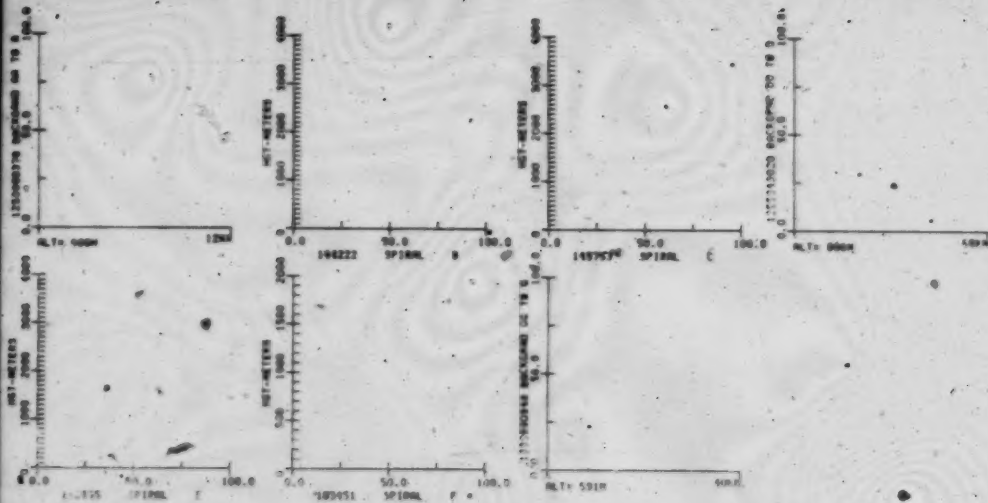
MAP 3

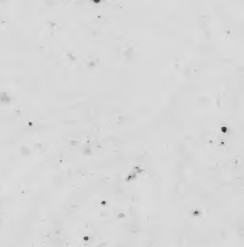
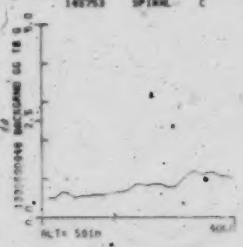
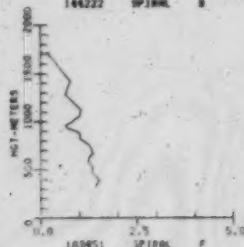
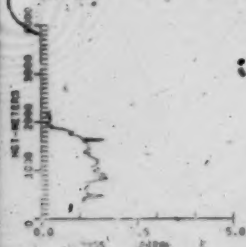
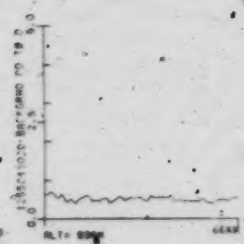
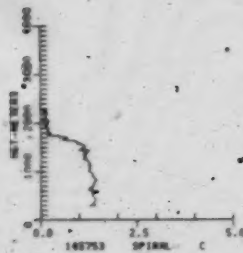
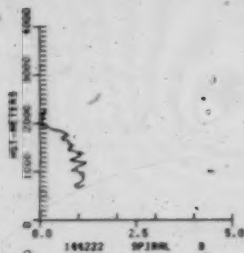
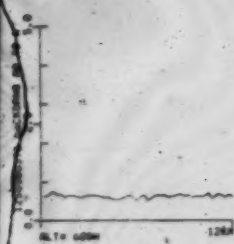




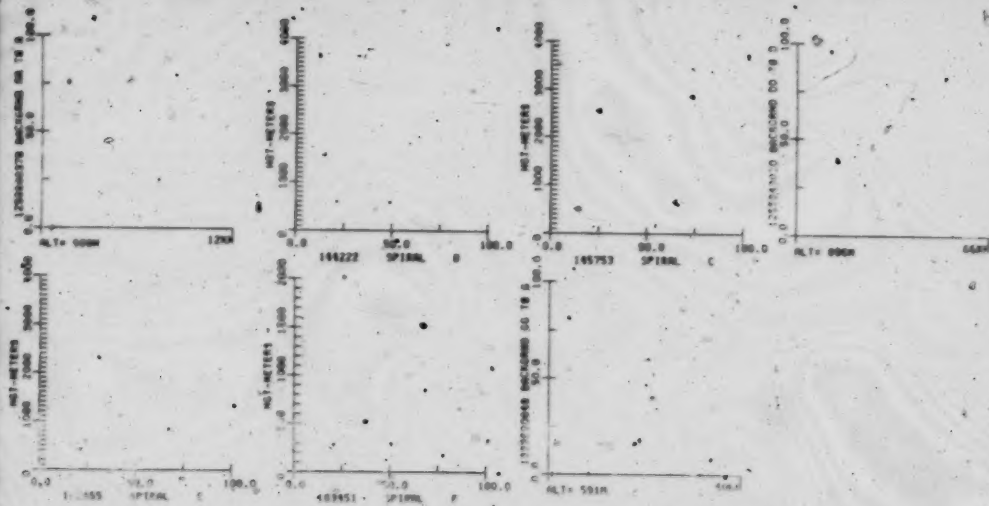
S82 IN P.P.B.

MAP 9

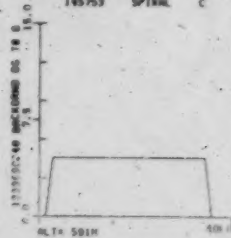
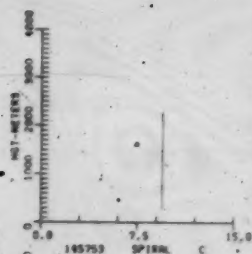
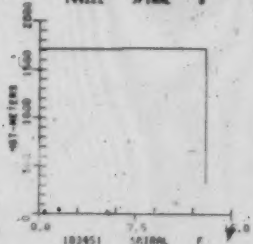
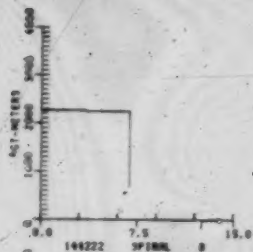
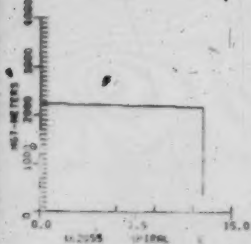


BSCAT IN 10⁻¹

MAP

CNC IN 10³CM³

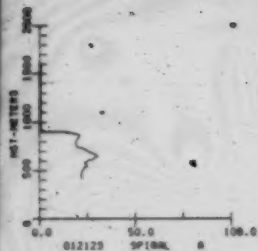
MAP 3

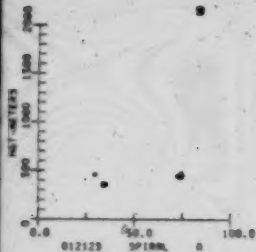


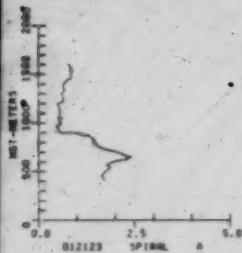
W76015.VOL 7-18-76

MAP 10



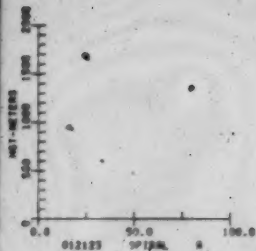




BSCAT IN 10^{-4} W^{-1}

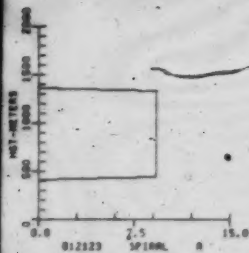
MAP 10

670



CNC IN 10³CM³

MAP 10

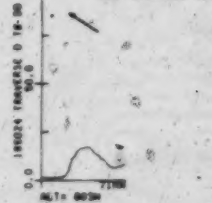
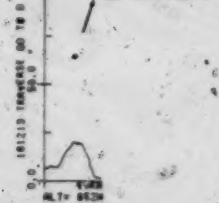
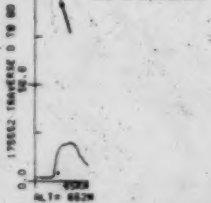
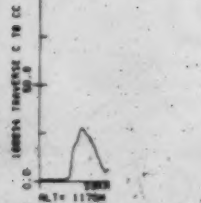
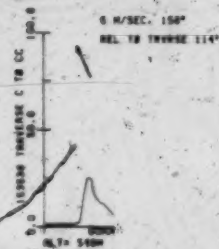
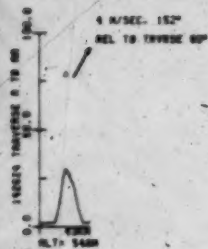
384 IN UC/M²

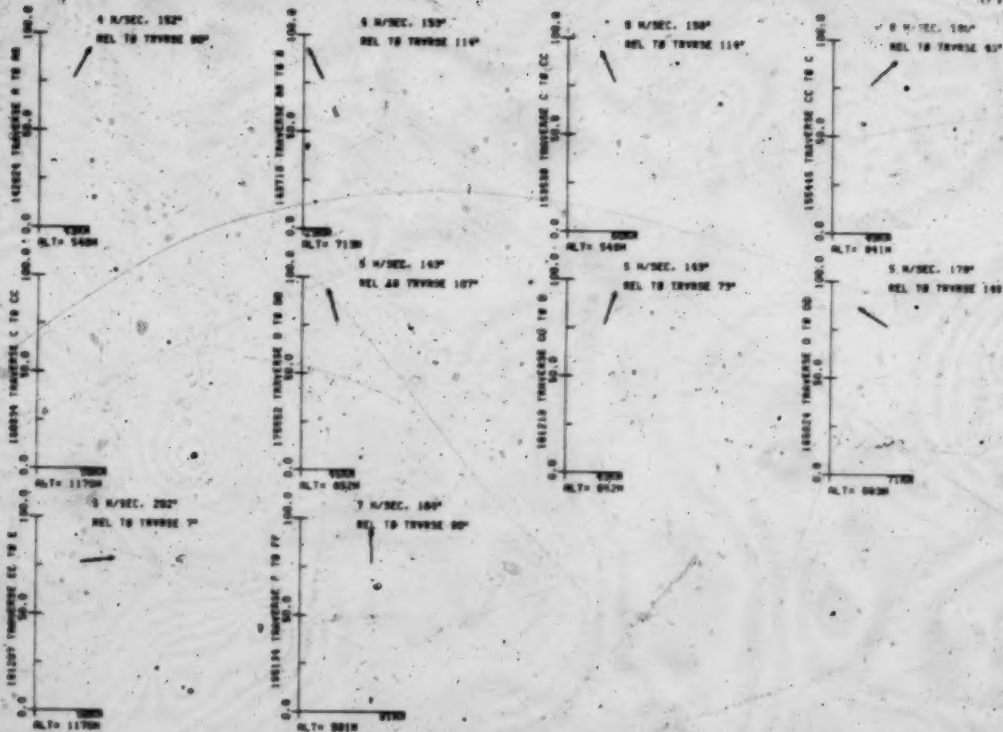
MAP 10

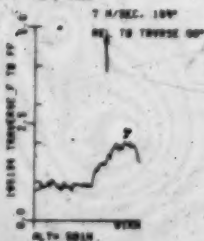
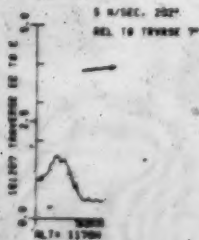
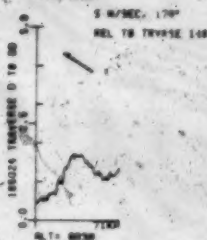
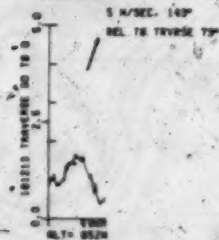
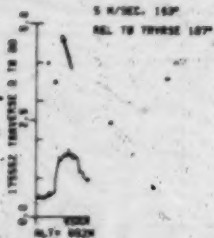
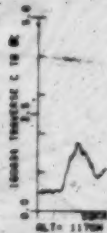
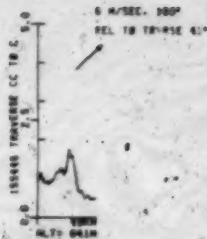
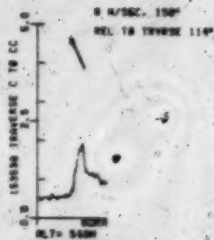
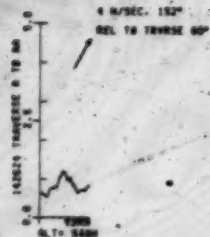
W76013. VOL 2-18-76

MAP 11

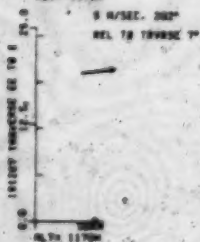
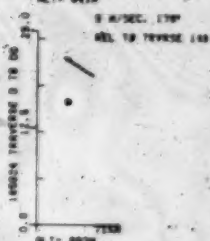
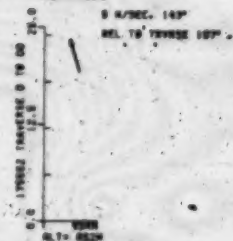
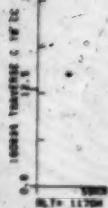
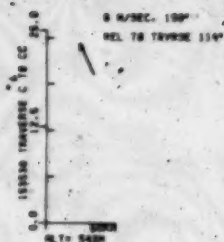
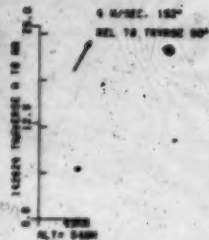






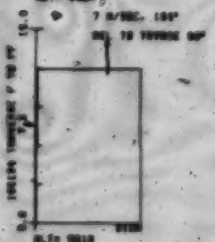
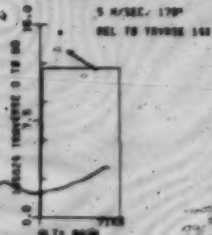
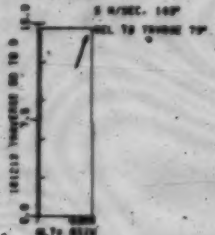
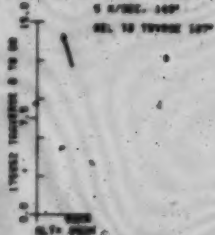
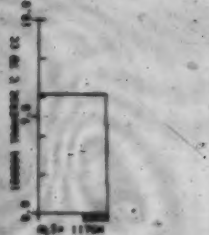
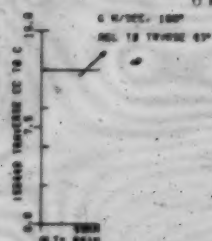
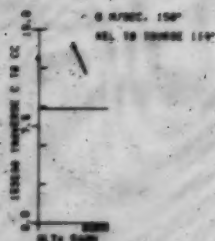
BSCAT IN 10^{-4}

MAP J1



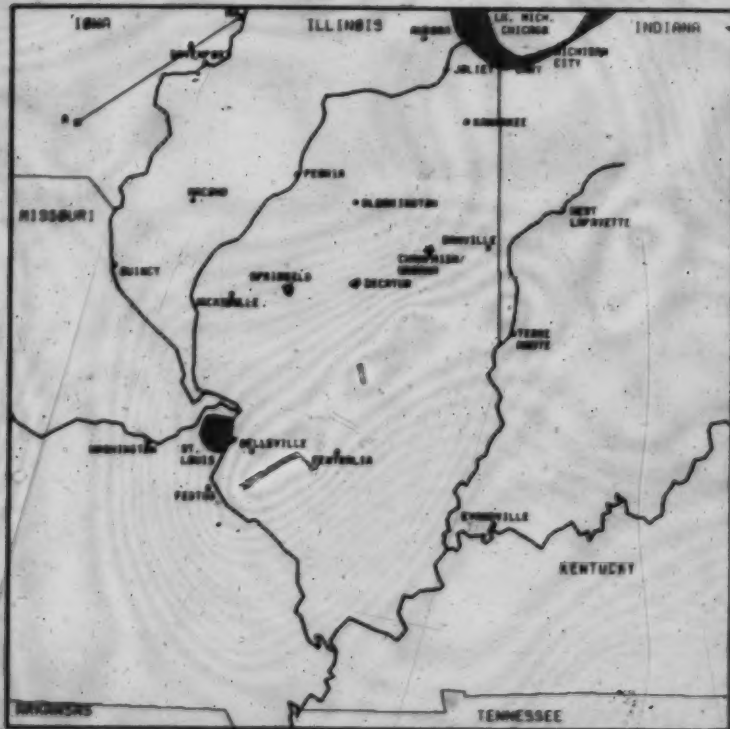
CNC EN 10°CN

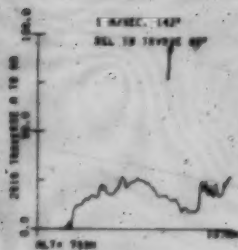
MAP 11

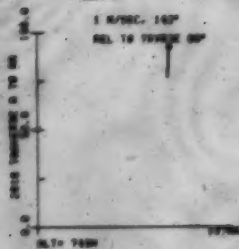


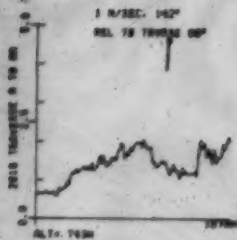
W76015.VBL 7-18-76

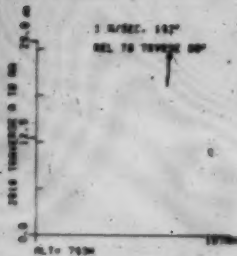
MAP 12



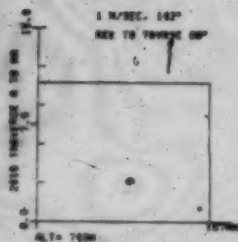






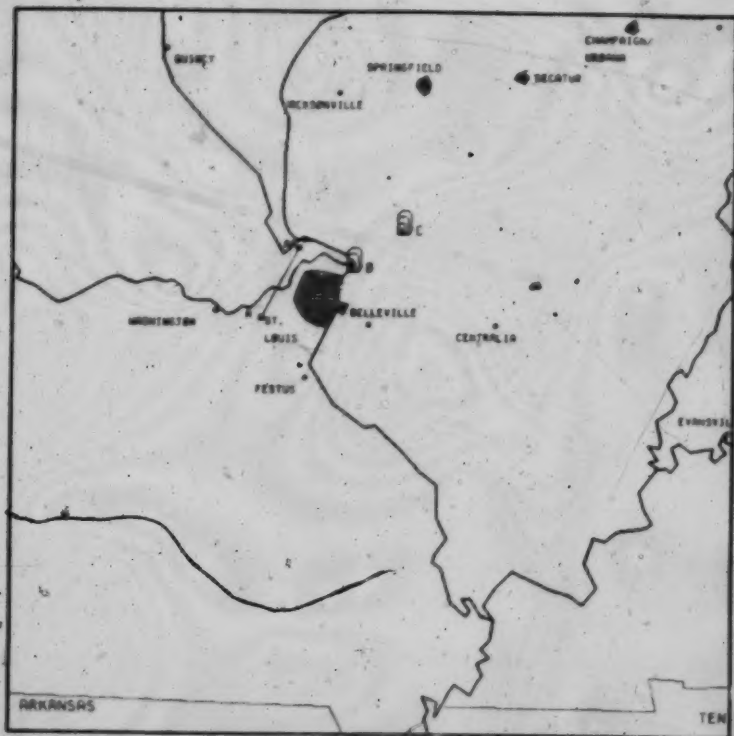
CNC IN 10³CM⁻³

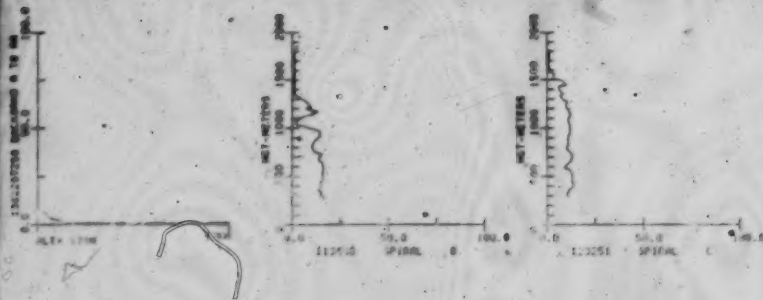
MAP 1



W76016.VBL 7-20-76

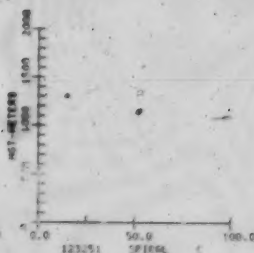
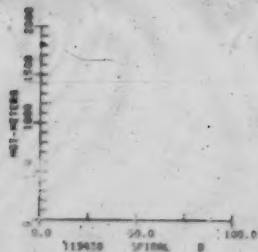
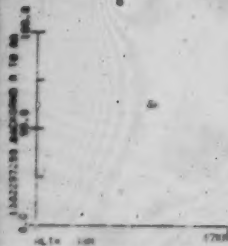
MAP 11

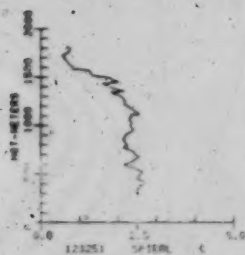
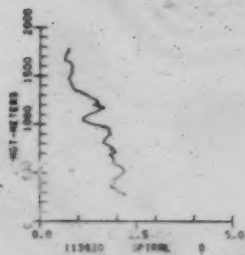
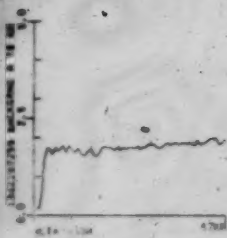




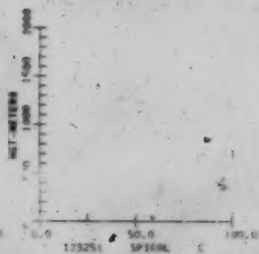
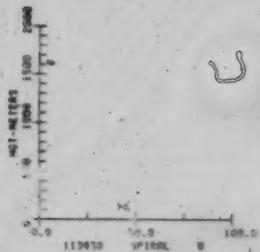
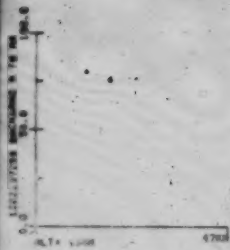
502 IN P.P.B.

MAP 1



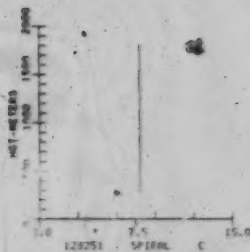
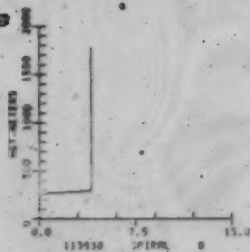
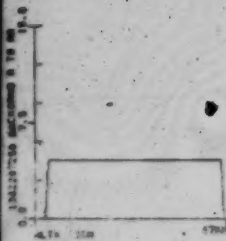
BSCAT IN 10⁻⁴ W⁻¹

MAP 1



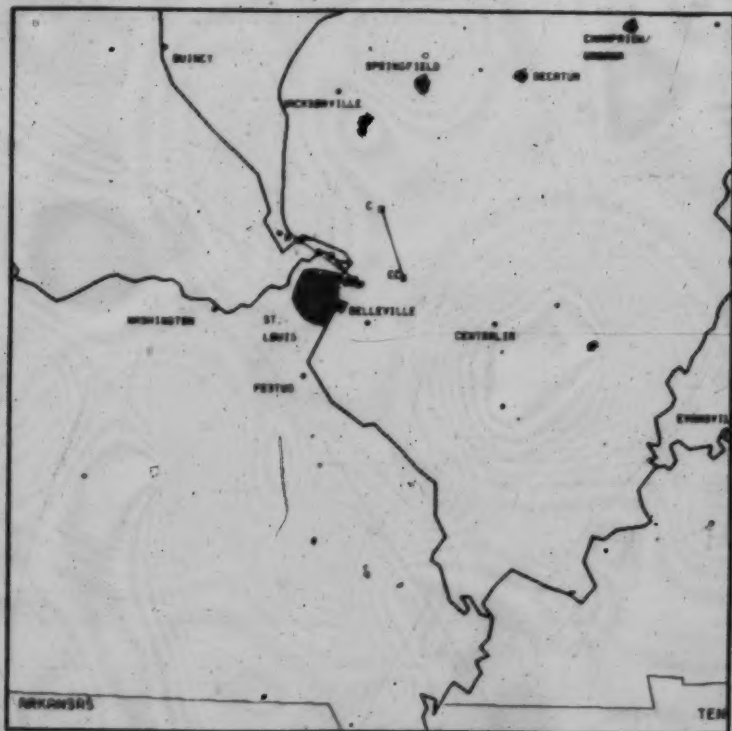
CNC IN 10^3 cm^{-3}

MAP 11



W76016.VOL 7-20-76 . .

MAP 13



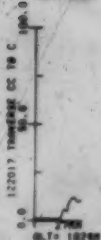
18 N/SEC. 200°
REL TO TRVERSE 120°

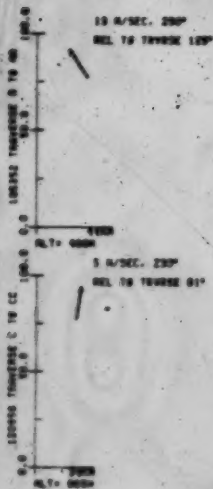


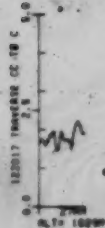
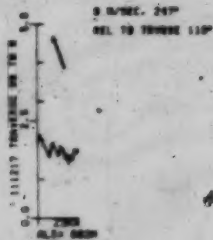
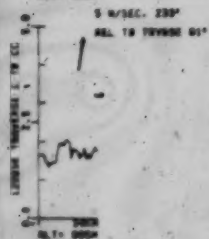
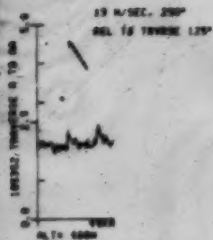
0 N/SEC. 240°
REL TO TRVERSE 150°

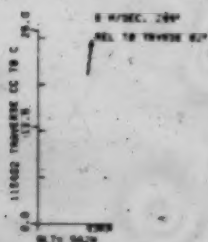
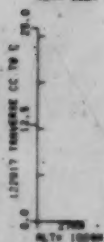
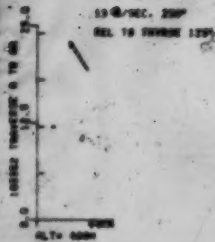


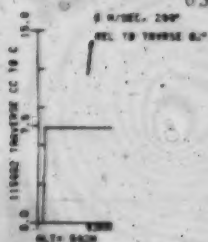
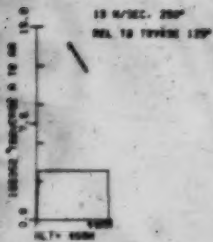
0 N/SEC. 200°
REL TO TRVERSE 01°





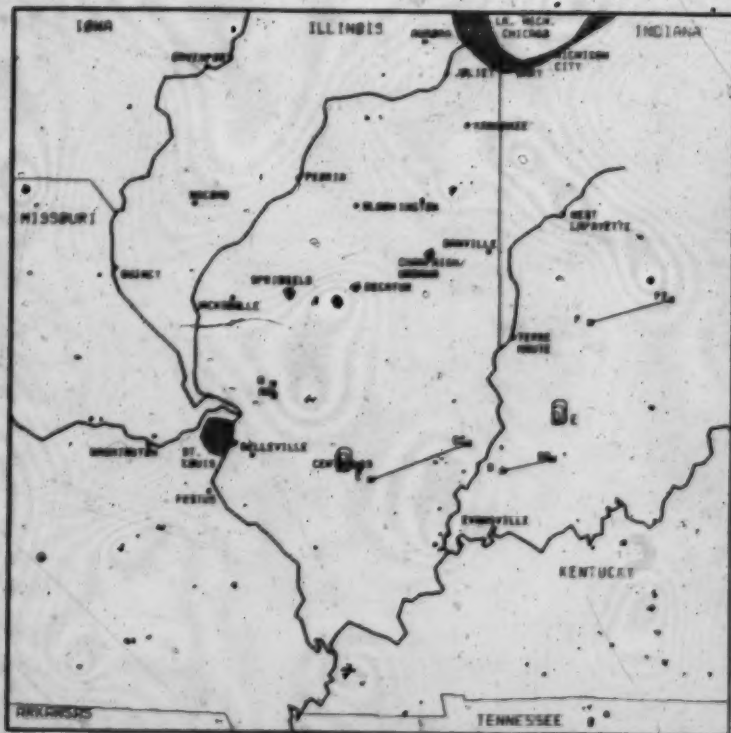


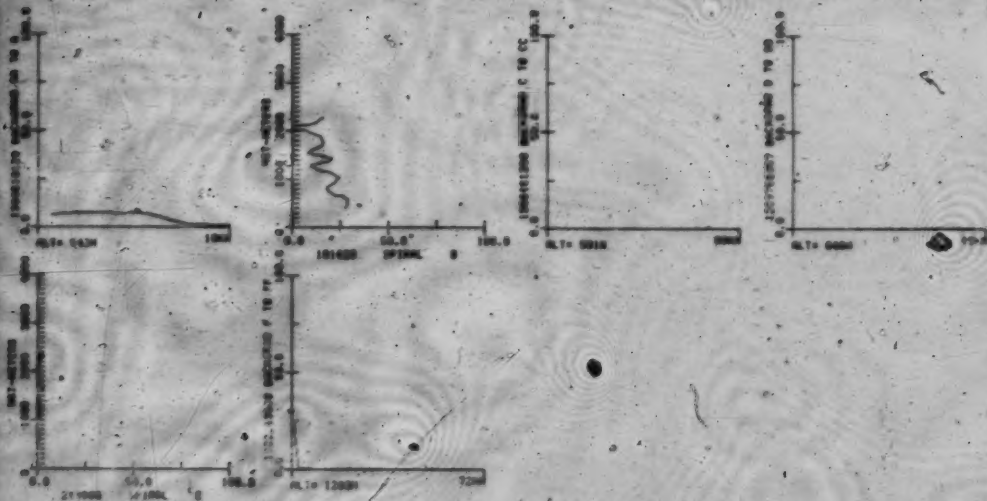


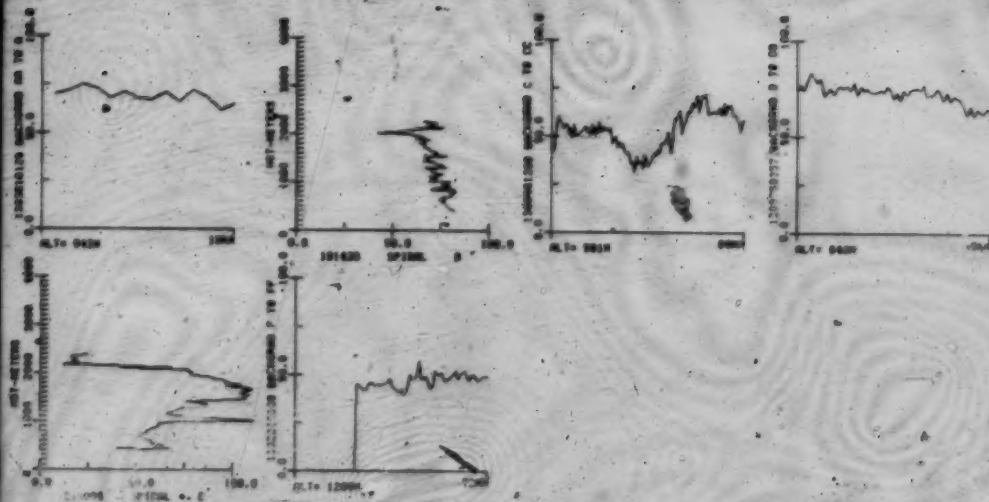


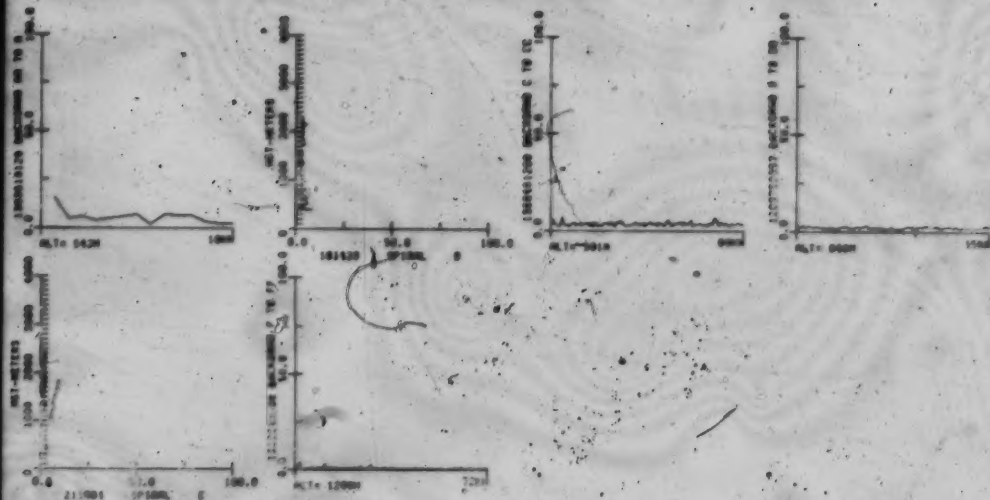
W76019.V0L 7-23-76

MAP 12

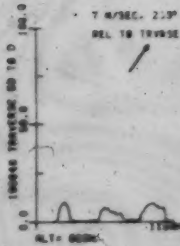
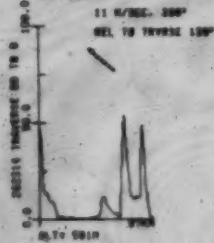
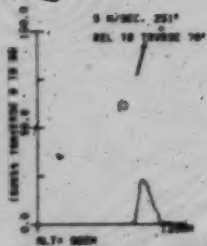
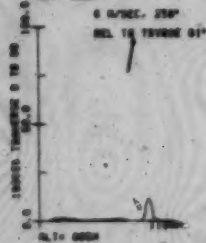
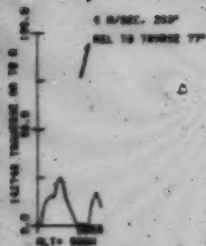


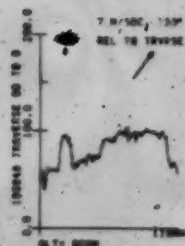
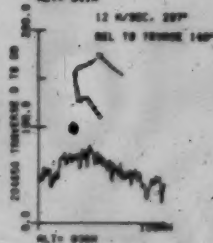
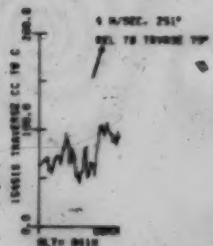
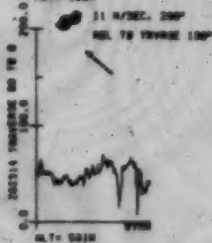
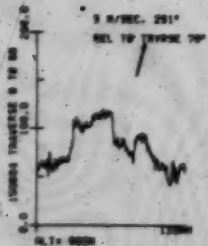
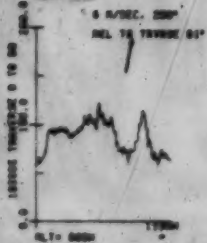
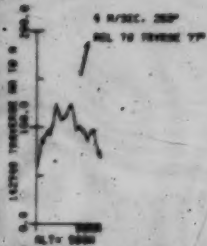


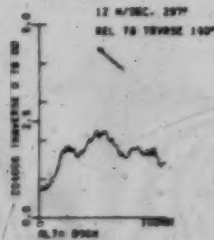
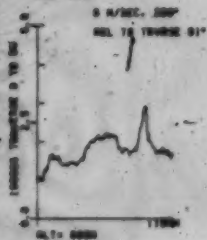
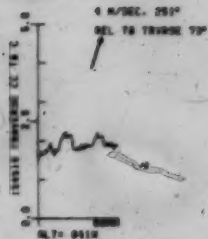
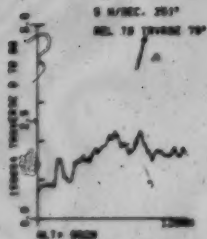
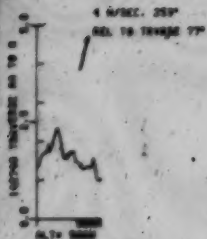


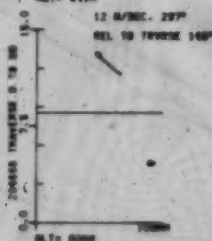
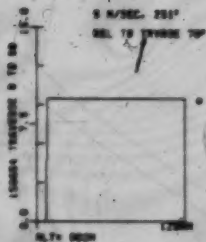
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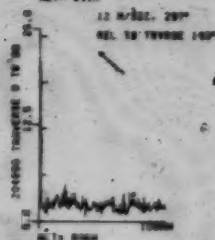
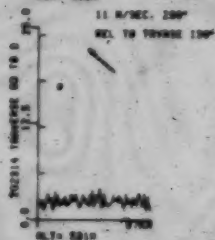
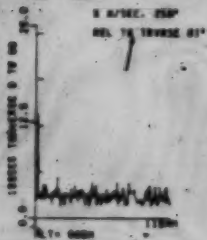
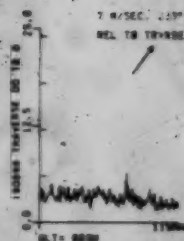
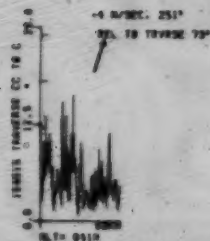
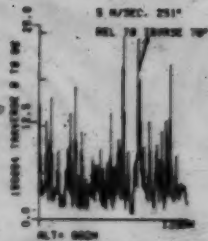
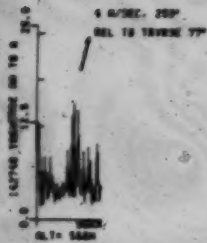
MAP 1





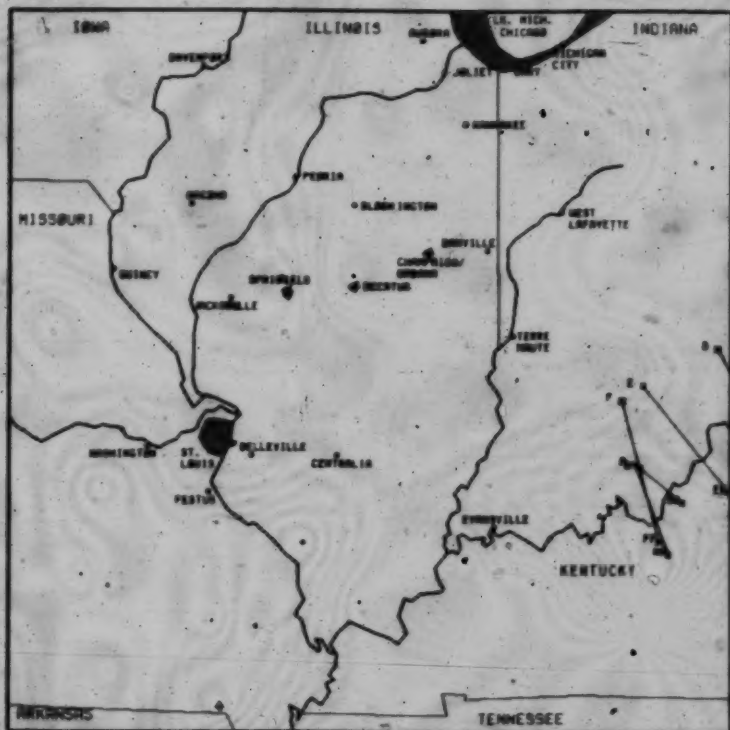


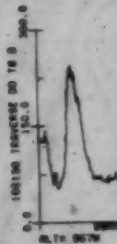


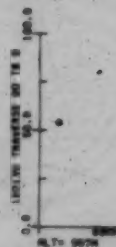


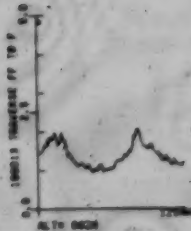
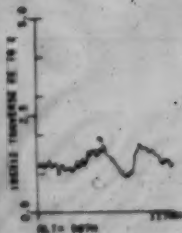
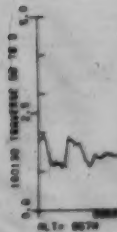
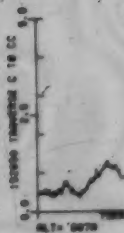
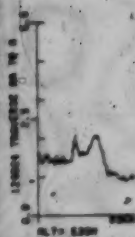
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MAP 15



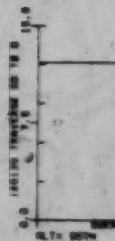


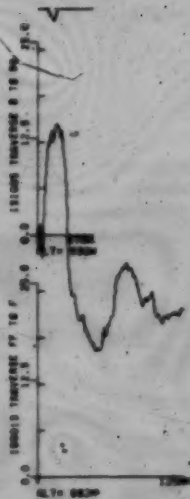
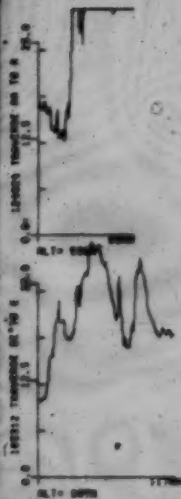




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MAP 15





TECHNICAL REPORT DATA

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16. ABSTRACT

In this volume, all data collected by Meteorology Research, Incorporated and the University of Washington during the MISTT program are plotted. These include maps showing aircraft flight paths and graphs of data collected along the paths.

17. KEY WORDS AND DOCUMENT ANALYSIS		
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